

TWO SAND SPITS A ROUGH NIGHT

Proposed to Remove them from the Channel.

One at Lighthouse—One Opposite. Soundings Made at the Entrance. Pleasing Figures Noted.

This will be the last day's work for the dredger at the new wharf slips near the fish market for some time. During the next two months the big machine will be in the hands of repairers. Her boilers require fixing.

After the dredger again goes into commission it is likely that she will do some work at the head of the harbor entrance. The job here is to deepen near the light house and at a point almost opposite the beacon operated by Colonel Williams. Earth has been made at the light house point by drift from the harbor. Across the channel the fill is said to be from the sand dump—to be carried out through the rough wall by the tide. This is not certain, but it is the theory of several officials and shipping men.

When the Japanese cruiser Nantawan left this port she struck the spit on the mauka side of the channel just beyond the Healeys boat house. It was said at the time and there was no denial of the report that in sheering off from that spit she was thrown too far over and that her bottom also grazed the light house shoals. At any rate Captain King, Minister of the Interior, wants both the points deepened again.

Captain Macaulay, one of the Port Piers some time ago made a series of soundings in the channel. This was ordered by the Minister of Interior. The work was very carefully done and a neat chart now in the Government office was prepared. Three lines of soundings were made. These were in the water and thirty feet outside the pier and thirty feet outside the nun buoy. The result was both surprising and gratifying. It was found that neither the channel, excepting at the two points referred to above, had deepened where there was any change at all from the soundings made when the entrance was dredged some years ago for deep water ships. The information derived from this survey and chart is considered valuable also to those interested in Pearl Harbor. It had been claimed by some that any channel on this side of the island would gradually fill in and require dredging every few years. This idea is entirely disproven.

The dredger has done good work at the new slips, but the heavy pumping plant must be supplemented in its work by a little blasting. Whether all the blasting will be done by the Government or part of it let out to contractors had not yet been finally decided. So far all the blasting has been done by employees of the Public Works department.

Schooner Leaked.

The schooner Mille Morris started out for Heala, this island, on Wednesday afternoon, taking a cargo of general merchandise, but before she was a great distance out, it was noticed that she was leaking quite badly. The skipper put back to port, arriving during the night. The men expected to get out again yesterday, but the owner expressed a desire to relegate the vessel to Rotten Row. The men think that the leak can be fixed in almost two hours' time, and is nothing that will affect the vessel any. No decision as to what is to be done with the Mille Morris, has yet been reached.

Probing in Barrels.

Guard Names of the Customs House force had a rather oily job on his hands all day yesterday. The barrels of all sorts of fish from the schooner Emma and Louisa, 100 in all, were discharged on Brewer's wharf and there submitted for inspection. It was necessary to bore a hole in each one and use the probe in three different directions. So far, nothing metallic has been struck, and Names is only hoping that his job will soon end.

U. S. S. Adams to Leave.

The training ship U. S. S. Adams will sail for San Francisco on or about January 5th. The officers are expecting that the Adams will be put out of commission upon arrival on the other side, but they are not reporting too much confidence in the reports, as the same thing was said about the Adams when she was last in San Francisco. The officers think they have had enough of teaching the boys what to do on a man-of-war, and would like to get back again on a regular ship.

Chance to Travel.

The railway company announces excursion rates for New Year's day—to-morrow. Trains to run through to Waiwae and return will leave the city at 9:15 a. m. and 1:45 p. m. There are many attractions along the line. Of course all the old, beautiful scenery remains. Grinding is in progress at Ewa. Big forces are working at Oahu and Waiwae plantations and celebrations will be in full blast at these places. Work under way on the railway extension may be seen and the travelers can pass over the new bridges and new rails lately placed.

Island Vessels Meet Weather in Kauai Channel.

Report of the James Makee—Ke Au Hou Had to Heave to—Hall Discharging—Sugar Sports.

The steamer James Makee arrived in port and hauled alongside Wilder's wharf at 9:10 o'clock last night with a cargo of sugar from Kauai. The following report was kindly furnished by Purser Christian:

"We left Honolulu on Monday afternoon for Kauai. The trip across the channel was the roughest I have ever experienced. Not a soul on the ship slept a wink all night. We were simply bumped about in all directions. We saw nothing of the Ke Au Hou although she left an hour before us. Upon arrival we saw the Ke Au Hou coming along. It was learned later that it became necessary for her to heave to during the night on account of the very rough weather. The Kauai and Waiwae, both of which left Honolulu on Monday afternoon, struck the same bad luck. The Kauai had her mastsall ripped.

"The Ke Au Hou was weather bound at Hanalei when we left. She made an attempt to get into Kilauea for sugar but it was altogether too rough.

"The Hall was discharging freight in Kilauea.

"The Mikahala was on her way to Waiwae when we left Hanalei. She had 2,500 bags of Kilauea sugar aboard.

"Hanalei started grinding on the 28th and Keala on the 27th.

"Sugar left on Kauai—Kilauea, 6,300 bags; Kekaha, 500; Lihue, 1,100; Koloa, Makaweli and Waiwae cleaned out." According to meagre reports which came on the James Makee, the sports at Kapa on Christmas day turned out a great success. Hundreds of people from all over the island were present at the festivities. The baseball game was intensely interesting. The Kilauea and Kapa teams played until dusk with the result of a tie score. The big dinner at Keala which was to have taken place at 2 p. m., had to be postponed until after the game. The Keala tug-of-war team won against the Kapa and Lihue teams.

HISTORIC CITIES.

Lucknow and Cawnpore as They are Today.

Of the three cities in which the greatest scenes of the Mutiny were enacted Lucknow is today by far the most beautiful, says the London Telegraph. Where the cruellest deeds in the bitter tragedy of Cawnpore were done a fair garden has been laid out, and into this no native is permitted to come. A cross of white marble upon a black pedestal stands to mark the site of Nana Sahib's Bithghar, or women's quarters, in which, at his brutal orders, the English women and children were done to death. Over the wall there stands now Baron Marchetti's lovely figure of the Angel of the Resurrection, with the text, "These are they which come out of great tribulation," while the inscription, written by the late Lord Elgin, runs: "Sacred to the memory of a great company of Christian people, chiefly women and children, who, near this spot, were cruelly massacred by the followers of the rebel, Nana of Bithoor, and cast, the dying with the dead, into the well below." But, outside, Cawnpore is the Manchester of India, doing a huge trade in cotton, saddlery and boots. At Delhi the most striking and impressive memorial is the battered Cashmere Gate and bastions, preserved with infinite care exactly as it was after Lieutenant Home and Salkeld, three sergeants and a bugler boy blew that narrow breach in it, at the cost of every life but one, through which Campbell's column entered the city.

Lucknow, however, is a very garden of gardens. It has its delightful parks, round every European bungalow are wide lawns, in which gorgeous crotons, wonderful climbing plants, hibiscus stephanotis, and the delicate mauve bougainvilleas make splendid color. Before the beautifully kept grounds of the Residency there stands the handsome obelisk erected by Lord Northbrook, while Viceroy, to those native officers and sepoys who remained faithful, with inscriptions in Hindi and Hindustani. Within are other memorials, but the first objects of every visitor's pilgrimage are the Residency itself and the cemetery. The shot-riddled, crumbling walls of the former tell their own eloquent story, and it is with subdued and thoughtful feelings that one mounts the tower whence such eager watch was kept. A very small tablet marks the room in which Lawrence died. In the graveyard are the resting places of those men, women and little children who died or were killed, and were laid there at night by loving hands, so persistent was the firing in the daytime. The gardener in charge brings a lovely little bouquet of roses and lavender-blue plumbago, in case the visitor desires to take away a souvenir of a spot so mournful, so tragic. But surely, one would rather cast it in his own words that "Here lies Henry Lawrence, who tried to do his duty. May the Lord have mercy on his soul!"

One man who escaped from the ill-fated Tasmanian had a unique experience, says the Sydney Bulletin. When he arrived at his home in Gisborne he found all his luggage placidly awaiting him. It had been washed ashore at Gisborne, 25 miles from the scene of the wreck, and sent up to his home.

Notice to Ship Captains.

U. S. Branch Hydrographic Office, San Francisco, Cal.
By communicating with the Branch Hydrographic Office in San Francisco, captains of vessels who will co-operate with the Hydrographic Office by recording the meteorological observations suggested by the office, can have forwarded to them at any desired port, and free of expense, the monthly pilot charts of the North Pacific Ocean and the latest information regarding the dangers to navigation in the waters which they frequent.

Mariners are requested to report to the office dangers discovered, or any other information which can be utilized for correcting charts or sailing directions, or in the publication of the pilot charts of the North Pacific.

W. S. HUGHES,
Lieutenant, United States Navy.

WIND AND WAVE.

The Claudine is due this afternoon from Maui and Hawaii ports.

The Lurline arrived in Kahului from San Francisco on December 23.

The Kinan is back in her old place again having completed repairs. She will sail as usual on January 4th.

The Archer, Transit, W. H. Dimond, Albert and Wm. G. Irwin will probably all get away for San Francisco today.

The Mauna Loa for Lahaina, Maalaea, Kona and Kau at 10 a. m. and the Noeua for Lahaina, Honokaa and Kulihaele at 12 m. today.

The steamer Noeua arrived in port early last night with a cargo of sugar from Lahaina for H. Hackfeld & Co., Ltd. Purser Tuft makes the following report: "We cleaned out Lahaina. It rained several hours on Tuesday, preventing work. There was a very strong northerly wind blowing and quite a swell in the channel. Lahaina is turning out from 45 to 50 tons of sugar per day."

The Kauai came in from Kauai ports yesterday forenoon with a full cargo of sugar. Her purser reports as follows: "Mikahala loading in Waiwae. Will go from there to Makaweli for 1,500 bags sugar. Ke Au Hou weather-bound in Kilauea. Weather on leeward side of Kauai, fine. Light variable winds. Wind in the channel, strong from the N. E. Mainsail carried away on out trip."

The British bark Selkirkshire, Capt. Bradburn, which arrived at Astoria, O., November 13, from Yokohama, made the run across the Pacific in 21 days. She averaged 300 knots a day for 5 days of the run. Her best day run being 315 knots. After the fourth day out until her arrival off the mouth of the Columbia river her daily runs fell below 200 knots only three times, and none below 150.

DIED.

KELIPIO—In the Queen's Hospital, this city, December 30, 1897, Mrs. Nalua Keliipio, beloved wife of David Keliipio.

A grocer writes us:

"My wife tells me that she has always had good fortune with Schilling's Best baking powder. She likes it better than either — or —"

Whenever I have myself pushed the article over the counter, it has met entirely the expectations of the consumer."

A Schilling & Company
San Francisco

SHIPPING INTELLIGENCE.

VESSELS IN PORT.

NAVAL.

U. S. S. Baltimore, Commander Dyer, San Francisco, November 7.
U. S. S. Bennington, Commander Nichols, from cruise about Maui.
U. S. S. Adams, Gibson, cruise, December 22.

MERCHANTMEN.

(This list does not include Coasters.)
Haw. bk. Nuanu, Joselyn, N. Y., November 12.
Am. ship Tillie E. Starbuck, Curtis, Newcastle, October 23.
Br. bk. Iredale, Plunkett, Liverpool, November 5.
Am. schr. Transit, Jorgensen, San Francisco, November 19.
Am. bktn. Archer, Calhoun, San Francisco, November 23.
Am. bk. Albert, Griffiths, San Francisco, December 4.
Bkt. Irmgard, Schmidt, San Francisco, December 5.

Am. bk. Fresno, Underwood, Puget Sound, December 13.
Am. bk. R. P. Rithet, Thompson, San Francisco, December 13.
Am. bk. A. W. Spies, Godett, New York, December 12.
Am. schr. W. H. Talbot, Blum, Kahului, December 16.
Am. bktn. W. H. Dimond, Nilson, San Francisco, Dec. 19.
Am. bktn. S. G. Wilder, McNeil, San Francisco, December 20.
Am. schr. Robert Lewers, Goodman, Port Townsend, December 20.
Am. schr. Emma and Louisa, Harris, San Diego, Cal., December 21.
Am. bktn. Encore, Panno, Caleta Buena, Chile, December 21.
Am. bktn. Kilikait, Cutler, Port Townsend, December 23.
Am. brig. Wm. G. Irwin, Williams, San Francisco, December 24.
Am. schr. Martha Davis, Soule, San Francisco, December 25.

ARRIVALS.

Tuesday, December 28.
Stmr. J. A. Cummins, Searle, from Oahu ports.
Stmr. Helene, Freeman, from Maui ports.

Stmr. Mauna Loa, Simerson, from Maui and Hawaii ports.

Wednesday, December 29.

Stmr. Noeua, Pederson, from Lahaina.

Stmr. James Makee, Tullet, for Kauai ports.

Thursday, December 30.

Stmr. Kauai, Bruhn, from Kauai.

Stmr. Waiwae, Parker, from Kauai ports.

Stmr. Kaala, Mosher, from Oahu ports.

DEPARTURES.

Tuesday, December 28.

Stmr. Kaala, Mosher, for Oahu ports.

Stmr. Mikahala, Thompson, for Kauai ports.

Stmr. W. G. Hall, Haglund, for Kauai ports.

Wednesday, December 29.

Stmr. Hawaii, Macdonald, for Laupahoehoe, Hakalau, Honoum and Pepee-keo.

Stmr. Helene, Freeman, for Maui ports.

Stmr. J. A. Cummins, Searle, for Oahu ports.

Thursday, December 30.

Am. schr. W. H. Talbot, Blum, for San Francisco.

VESELS LEAVING TODAY.

Stmr. Mauna Loa, Simerson, for Lahaina, Maalaea, Kona and Kau at 10 a. m.

Stmr. Noeua, Pederson, for Lahaina, Honokaa and Kulihaele at 12 m.

Stmr. Waiwae, Parker, for Kapa at 4 p. m.

PASSENGERS.

Arrivals.

From Maui ports, per stmr. Helene, December 28—E. A. Wilson, L. M. Vettesen, Mrs. Bridges, Mrs. M. Kiliwehi, Misses M. Kiliwehi (2), W. Scott, wife and infant, L. A. Dickey, W. Pierce, A. Hock and wife, J. P. Cooke, R. O. Hogg, C. A. Johnson, S. Anno, Chow Chin, J. P. Fagerstrom and 27 deck.

From Maui and Hawaii ports, per stmr. Mauna Loa, December 28—Dr. A. McWayne, J. A. Rodinet, W. W. Bruner, D. Makainai, Mrs. Atcherley and child, Mrs. Walamau, Ah Sea, Lau Tang and 68 deck.

Departures.

For Kauai ports, per stmr. W. G. Hall, December 28—A. S. Wilcox, Edgar Wood, Miss Suter, J. B. Freitas, J. S. McCandless and 25 on deck.

For Kauai, per stmr. Mikahala, December 28—Miss McLean.

For Maui ports, per stmr. Helene, December 29—G. P. Wilder, Rev. V. H. Kiteat, Rev. W. Ault, Mrs. Ferreira, Miss Brown, Mrs. L. Gay, Abel Makekau, Miss Robertson, Miss Simpson, W. T. Robinson, wife and 3 children. For Hamakua, per stmr. Hawaii, December 29—F. F. Prentiss, C. K. Ahom, J. W. Bergstrom, A. Haneberg.

EXPORTS.

For San Francisco, per schr. W. H. Talbot, December 30—1,475 tons of sugar (23,658 bags) valued at \$106,532 and shipped by W. G. Irwin & Co., Ltd., M. S. Grinbaum & Co. and Williams, Dimond Co.

IN THE CIRCUIT COURT, FOURTH Circuit of the Hawaiian Islands. In Probate.

In the matter of the Estate of Harry G. Kasby, late of Paoulu, Hamakua, Hawaii, deceased, intestate.

Petition having been filed by C. T. Amara of Paoulu, Hamakua, a bona fide creditor of the said Harry G. Kasby, praying that Letters of Administration upon said estate be issued to H. S. Oyeland, notice is hereby given that Saturday, the 15th day of January, A. D. 1898, at 10 o'clock a. m., in the Court House, Hilo, Hawaii, is appointed the time and place for hearing said petition, when and where all persons concerned may appear and show cause, if any they have, why said petition should not be granted.

Hilo, Hawaii, December 13, A. D. 1897.

By the Court,

DANIEL PORTER, Clerk.

1927-31F

IN THE CIRCUIT COURT, FIRST Circuit of the Hawaiian Islands. In Probate.

In the matter of the Estate of Johann F. Drewes, late of Honolulu, deceased.

The petition and accounts of the Executor of the estate of said deceased, wherein he asks that his accounts be examined and approved, and that a final order be made of distribution of the property therein entitled, and discharging him from all further responsibility as such Executor.

It is ordered, that Friday, the 14th day of January, A. D. 1898, at 10 o'clock a. m., at Chambers, in the Court House, at Honolulu, be and the same hereby is appointed as the time and place for hearing said petition and accounts, and that all persons interested may then and there appear and show cause, if any they have, why the same should not be granted.

Honolulu, December 14, 1897.

By the Court:

P. D. KELLETT, JR., Clerk.

1925-31F

IN THE CIRCUIT COURT, FOURTH Circuit of the Hawaiian Islands. In Probate.

In the matter of the Estate of L. A. Parvie, of Hilo, Hawaii, deceased.

On reading and filing the petition and accounts of the Administrator of the estate of said deceased, wherein he asks that his accounts be examined and approved and that a final order be made of distribution of the property remaining in his hands to the persons thereto entitled, and discharging him from all further responsibility as such Administrator.

It is ordered that Saturday, the 15th

Pacific Mail Steamship Co. AND Occidental & Oriental Steamship Co.

Steamers of the above companies will call at Honolulu and leave this port on or about the dates below mentioned.

FOR SAN FRANCISCO:		FOR JAPAN AND CHINA:	
PERU	Jan. 8	DORIC	Jan. 4
COPTIC	Jan. 18	BELGIC	Jan. 22
GAELIC	Feb. 6	PERU	Feb. 11
CITY OF PEKING	Feb. 15	RIO DE JANEIRO	Feb. 19
CHINA	Mar. 6	GAELIC	Mar. 1
BELGIC	Mar. 15	DORIC	Mar. 19
COPTIC	Apr. 2		

For freight and passage and all general information, apply to

H. Hackfeld & Co., Ltd.

—AGENTS.—

day of January, A. D. 1898, at 10 o'clock a. m., at Chambers, in the Court House at Hilo, Hawaii, be and the same hereby is appointed as the time and place for hearing said petition and accounts, and that all persons interested may then and there appear and show cause, if any they have, why the same should not be granted.

Dated at Hilo, Hawaii, H. I., this 16th day of December, A. D. 1897.

By the Court,

DANIEL PORTER, Clerk.

1927-31F

IN THE CIRCUIT COURT OF THE First Circuit, Hawaiian Islands.

Elizabeth Lopez vs. Delphino Lopez.

The Republic of Hawaii:

To the Marshal of the Hawaiian Islands, or his Deputy, Greeting:

You are commanded to summon Delphino Lopez, defendant, in case he shall file written answer within twenty days after service hereof, to be and appear before the said Circuit Court at the November Term thereof, to be held at Honolulu, Island of Oahu, on Monday, the 1st day of November next, at 10 o'clock a. m., to show cause why the claims of Elizabeth Lopez, plaintiff, should not be awarded to her pursuant to the tenor of her annexed petition. And have you then this Writ with full return of your proceedings thereon.

Witness Hon. Alfred W. Carter, First Judge of the Circuit (Seal) Court of the First Circuit, at Honolulu, Oahu, this 14th day of September, 1897.

(Sig.) P. DANSON KELLETT, JR., Clerk.

I certify the foregoing to be a true copy of the original summons in said cause, and that said Court ordered publication of the same and continuance of said cause until the next February, 1898, term of this Court.

GEORGE LUCAS, Clerk.

Dated Honolulu, November, 1897.

1921-61F

MORTGAGEE'S NOTICE OF FORECLOSURE.

In accordance with the provisions of a certain mortgage made by Maria E. Galaspo and Eduardo A. Galaspo to Joseph P. Cooke, dated December 11, 1894, recorded Liber 151, pages 279, 280, and assigned to L. L. Cooke, Trustee, with right to foreclose; notice is hereby given that the assignee of the mortgage intends to foreclose the same for condition broken, to wit: non-payment of principal and interest when due.

Notice is likewise given that after the expiration of three weeks from the date of this notice, the property conveyed by said mortgage will be advertised for sale at public auction, at the auction rooms of Jas. F. Morgan, in Honolulu, on Saturday, the 8th day of January, 1898, at 12 noon of said day. Further particulars can be had of W. R. Castle.

Dated Honolulu, December 17, 1897.

W. R. CASTLE, Attorney for Assignee of Mortgagee.

The premises covered by said mortgage consist of:

A certain piece of land situated at Pearl City, known as Lot No. 7, block No. 1 of the Map of Pearl City, adopted by the Oahu Railway and Land Co., having a frontage of 75 feet on First street, and a depth of 150 feet, being the same premises conveyed to Eduardo Galaspo by deed of said company, dated May 24th, 1892, and recorded in the Registry of Deeds, in Book 136, pages 421 and 422.

ADMINISTRATORS' NOTICE.

The undersigned having been duly appointed Administrators of the estate of William Henry Harrison Halstead, late of Wailuku, Maui, deceased, intestate, notice is hereby given to all persons to present their claims against the estate of said W. H. Halstead, duly authenticated, whether secured by mortgage or otherwise, to Geo. Hons at his office in Wailuku, Maui, within six months from date hereof, or they will be forever barred. And all persons indebted to said estate are hereby requested to make immediate payment to said Geo. Hons, or to Chas. Wilcox, of Honolulu.

GEO. HONS, CHAS. WILCOX, Administrators of the Estate of W. H. Halstead, deceased, intestate.

December 27, 1897.

1929-41F

TIME TABLE Wilder's Steamship Company —1898—

S. S. KINAU, CLARKE, COMMANDER.

Will leave Honolulu at 10 o'clock a. m., touching at Lahaina, Maalaea Bay and Makena the same day; Mahukona, Kawaihae and Laupahoehoe the following day, arriving in Hilo the same afternoon.

LEAVE HONOLULU.

Tuesday...Jan. 4...Friday...Feb. 15
*Friday...Jan. 14...Tuesday...Mar. 8
Tuesday...Jan. 25...Friday...Mar. 18
Friday...Feb. 4...Tuesday...Mar. 29
*Tuesday...Feb. 15

Will call at Pohniki, Puna, on trips marked *

Returning, will leave Hilo at 8 o'clock a. m., touching at Laupahoehoe, Mahukona and Kawaihae same day; Makena, Maalaea Bay and Lahaina the following day, arriving at Honolulu the afternoon of Tuesdays and Fridays.

ARRIVE HONOLULU.

Wednesday...Jan. 12...Wednesday...Feb. 23
Saturday...Jan. 23...Saturday...Mar. 5
Wednesday...Feb. 3...Wednesday...Mar. 16
Saturday...Feb. 12...Saturday...Mar. 26

Will call at Pohniki, Puna, on the second trip of each month, arriving there on the morning of the day of sailing from Hilo to Honolulu.

The popular route to the volcano is via Hilo. A good carriage road the entire distance.

Round-trip tickets, covering all expenses, \$50.

S. S. CLAUDINE, CAMERON, COMMANDER.

Will leave Honolulu Tuesdays at 5 o'clock p. m., touching at Kahului, Hana, Hamoa and Kipahulu, Maui. Returning, arrives at Honolulu Sunday mornings.

Will call at Nuu, Kaupo, once each month.

No freight will be received after 4 p. m. on day of sailing.

This company reserves the right to make changes in the time of departure and arrival of its steamers